President Christy Explains that Alleged Embezzlement-L. D. & W.'s Future-The Car-Service Association Sustained.

General Superintendent Peck, of the Big Four lines, was engaged in almost a frantic effort yesterday, by means of repeated telegrams to various points in the East, to secure cars to carry some of the large amount of freight the lines have for snipment. The freight traffic of the Big Four is and has been for the past two months the greatest in its history. During July and August it was 24 per cent. greater than during the same months last year, and the average movement of loaded cars was over four thousand a day, "Last year," said Mr. Peck, "we thought we were doing a great business when we had three thousand leaded cars a day, and that was above the average. On the 15th of July, 1889, we had 2,500 empty cars on our lines. At the same time last year we had 1,500. By the 1st of Angust this year we had probably 2,500 or 3,000 cars ready for use, and within a few days after that, and since then, we have had them all in active use, and have need for a great many more than we can possibly obtain. On account of the enormous extent of the wheat crop, all the roads began moving it earlier than usual, and it has not nearly all been shipped yet. As soon as the rush of it was over in the Southern territory, the cotton crop was ready, and before these two are all out of the way, the corn crop will be on our hands. Some time ago we thought this would be below the average, but it is coming out in good shape, and all throughout the West there is a great crop. "How do you account for the freight-car

faminel" was asked. 'The one particular reason for it." said Mr. Peck, "is the enormity of the crops all through this and the Western country. They are the greatest that have been known for years. When the wheat began pouring into the East, first at Baltimore, and then at New York, the elevators had more than they could handle, and it has not been an uncommon experience for cars to stand on sidings for ten days before they could be unloaded. On account of the low rates on the lakes to Buffalo an immense quantity has been shipped that way, and the result is an enormous traffic between Buffalo and New York, which is blockading things up that way. After the cars are unloaded at all these Eastern points the people there are in no great hurry about sending them back, in spite of our pathetic appeals for them to do so. I suppose, however, we shouldn't complain when we are doing all the business we possibly can do, and very much more than we have ever done before."

President Christy's Explanation of It. Henry A. Christy, president of the Hutchinson & Southern railroad, who is said to be wanted in Hutchinson, Kan., denies the allegation of the Kansas people, who charge him with embezzlement, and ask him, as president of the company, and E. F. Wise, secretary of the concern, to account for \$250,000. He pronounces the affair a blackmailing scheme, and says advances towards a settlement upon the payment of \$5,000 have several times been made. "I have wired my attorney at Hutchinson, asking if I should go West, and he replied that I was not wanted," said Mr. Christy. "I have been in St. Louis for the last two days and have just returned, but from now on I can be found right here in my office. I am ready, in fact, glad to go to Kansas at any time, but I don't think the parties behind this want me. They brought suit against me a year ago, and when I showed a disposition to fight it out and not settle, the suit was dropped." Mr. Christy added: "When the McPherson, Texas & Gulf railroad was built I had nothing to do with it. Some time after that the Hutchinson, Oklahoma & Gulf road was built and nine miles of track laid. Then the two roads were con-solidated, with A. I. Williams, the presi-dent of the McPherson, Texas & Gulf road, as president. The consolidation was made with the consent and vote of the county board. It was after this that I became president, and the Hutchinson people have no possible claim on me.'

Master Car and Locomotive-Painters. The second annual convention of the Master Car and Locomotive-painters' Association of the United States and Canada began at Washington yesterday, and will last three days. The meetings are being held at the Arlington Hotel. The convention was opened by Mr. Joseph J. Murphy. the president of the association, after which the reports of the secretary and treasurer were read. The election of officers for the ensning year was then held. resulting as follows: President, J. A. Gohen, of Huntington, Va., connected with the C. & O.; first vice-president, William O. Quest, of Pittsburg, connected with the Pittsburg & Lake Erie; second vice-president, W. J. Orr. of Rochester, N. Y., conected with the Buffalo, Rochester & Pittsburg railroad; secretary and treasurer, Robert McKeon, of Ohio. A number of papers are on the programme for discussion, and the first of these were begun yesterday. This paper was: "Is there a chemically pure soap that can be safely used for the purpose of cleaning the outside varnished surface of the railway passenger coach while in service? stating soaps, results and method of cleaning." It was discussed by Messrs. Quest, of Pitts-burg: Bryne, of Richmond; Speer, of Montgomery, Ala., and others.

Sustained the Car-Service Association. The Railroad Commissioners of Alabama have just given a ruling which has not only general interest, but local interest here as well. Immense quantities of pine lumber are shipped here, as well as throughout the West, from Alabama, and the shippers and consignees have recently united in a determined fight against the rules of the Carservice Association regarding this class of freight. After thoroughly considering the matter the commission has given a decision sustaining the Car-service Association in all its claims and rules, holding that they best subserve the interests of the public.
This decision is substantially the same as
that given by the Railroad Commissioners
of Illinois and other States. As the carservice regulations are uniform throughout the country, the decision is an important

Adjusting Freight Rates. At the meeting of the Western Freight Association, yesterday, it was decided to establish rates from Evansville, Cairo and kindred points to the Mississippi river on the basis of the combined locals via East St. Louis. The Southwestern lines convened in the afternoon and disposed of a number of matters. It was agreed to establish the same rates from Sioux City to New Orleans, via Kansas City, that are in effect via the Illinois Central road. A rate of 13's cents per one hundred pounds was made on sewer-pipe from Kansas City to St. Paul, and a rate of 15 cents from Kansas City to Duluth. A resolution was adopted making the rate on coal from Mississippi-river points to interior Missouri-river points 45 cents less than the Chicago rate. Many subjects were passed

until the next meeting. The I., D. & W.'s Future. The rumors about the sale or transfer of the I., D. & W. to the C., H. & D. have been revived. Mr. R. B. F. Peirce, the managing trustee of the I., D. & W., said yesterday: "If there is any truth in this story I do not know of it, and I know of no reason why it is revived at this time. So far as I know the war will continue as it is, for the present, at least, as there are no definite plans

Elkhart Fast-Freight Line Gets In. The Elkhart fast-freight line and the Milwankee & Eastern Transit Company, which constitutes a part of it, have been at last successful in their fight to secure recognition by the Western Traffic Association. The company has heretofore had no consideration from the association, and, in- enue legitimately due from Brazil coal. It

deed, an effort has been made to try to freeze it out. At a meeting in Milwaukee on Tuesday, at which all the leading lines were represented, a resolution was adopted granting differentials to the amount of six, five, four and two to all points to and south of the Indiana State line, to the Ohio river. This is the first time that a standard schedule of differentials has been established including all the lake lines, and the representatives of the Elkhart line are consequently much pleased.

Blockade at Kansas City.

Ever since the wheat harvest in Kansas was begun receipts of wheat at Kansas City, Mo., have been enormous. Many of the farmers with big crops were anxious to market their wheat at the earliest possible moment and secure ready money to pay their debts. Up to within the past week the railroads have been able to handle the crop with moderate promptness, but since then the receipts have been so heavy that a blockade of serious dimensions now exists. Yesterday there were in the Missonri Pacific yards five hundred ears of loaded wheat waiting to be forwarded; in the Santa Feyards, 400 cars; in the Union Pacific yards, 250, and in the yards of all the other roads about 800 cars all told. Reports from various points in Kansas state that loaded cars of wheat are waiting on the switches for transportation. The railroads are doing everything to break the blockade. All spare engines have been brought into the service of moving the wheat and it is exservice of moving the wheat, and it is ex-pected that in a few days all the receipts of loaded wheat will be forwarded with reasonable dispatch.

Decision in Favor of the Atchison. The Atchison, Topeka & Santa Fe has again come out on top in its appeal from a decision of Chairman Finley. Some time ago a large number of mileage tickets that had got into the hands of brokers were bought by the Rock Island people, who undertook to compel the Atchison to redeem them at full tariff rates under a provision of the agreement. The Burlington also presented one ticket of the same kind for redemption. The Atchison showed that many of these tickets had been bulletined as irregular and refused to redeem them. Chairman Finley decided that that they must all be redeemed, whereupon an appeal was taken to arbitration. Traffic Manager Murray, of the Big Four; General Passenger Agent Shattue, of the Ohio & Mississippi, and Vice-chairman Donald, of the Central Traffic Association, were chosen arbitrators.
They submitted a decision yesterday, reversing the ruling of Chairman Finley and deciding that the Atchison could not be compelled to redeem any of the tickets.

The O. & M. Causing Trouble. The agreement reached last week by the interested lines to advance the passenger rates from Cincinnati and other river points to the Pacific coast has already been knocked to pieces. General Passenger Agent Shattue, of the Ohio & Mississippi, has given notice that he will continue to make the Chicago rate apply from Mitchel, Ind., on Pacific coast business, and that from Cincinnati he will make the same rate per mile to the Missouri river for basing purposes that is now in effect from Chicago to Kansas City, referring to the \$10rate. The rate clerks had already met to
check up Pacific coast rates on the agreed
basis, when Mr. Shattuo's announcement caused them to adjourn without action. The situation remains as it was before the

Conventions of Railway Employes. The following annual conventions of railway employes' organizations will be held during the next two months:

Sept. 14, the Brotherhood of Telegraphers, at St. Louis, Mo.
Sept. 16, the American Association of Railway Clerks, at St. Louis, Mo. Sept. 21, the Switchmen's Mutual Aid Association, at Philadelphia, Pa.
Sept. 21, the International Brotherhood of Railway Conductors, at Louisville, Ky.
Oct. 6, the Brotherhood of Railway Section Foremen, at Detroit, Mich.

Oct. 5. a special session of the Grand Lodge of the Brotherhood of Railroad Train-men, at Galesburg, Ill.

Local, Personal and General Notes. The I. & V. road is about to get two new engines.

S. J. Collins, general superintendent of the L., N. A. & C., is in the city. J. W. Hewitt, general traveling auditor of the Big Four, has gone East on a vaca-

W. B. Leeds, superintendent of the Rich-mond division of the Pennsylvania, is in W. T. Brunner, district passenger agent of the Pennsylvania lines, has gone to

Peoria on a business trip. E. B. Wall, superintendent of motive power of the Pennsylvania, with headquarters at Columbus, O., was in the city

Columbus Division, O. R. T., claims to have the largest membership, about 850, of any division in the organization. Pitts-burg Division has about 280 members.

The Atchison statement for August (approximated), including the St. Louis and San Francisco system, shows gross earn-ings of \$3,887,119, an increase of \$391,897. The Association of Superintendents of Indianapolis lines held their regular meetpressed it, "did a great deal of nothing." It is understood that J. B. Harter, who has been the efficient general agent of the C., W. & M. road here, will remove to

The Indiana Car-service Association was to have held a meeting at Manager Baron's office yesterday, but as only eight out of the twenty-five were represented, and it requires ten for a quorum, the meeting was

Anderson to take charge of the company's

Trains were put on the new branch of the Chicago & Eastern Illinois road yesterday from Chicago to Sullivan. The St. Louis extension will be completed to Shelby ville in two months, when through trains from Chicago to St. Louis will be put on in connection with the Big Four.

J. J. Saint, of Pittsburg, formerly connected with the operating department of the Pittsburg & Western, will return to railroading, and will be engaged in an official capacity with the Pittsburg & Western. He has accepted the position of paymaster and general agent.

The Chicago & Alton has made a rate of fare and a third for the round trip to the Chicago exposition. The rate will be used on Mondays and Thursdays, according to the notice sent to Chairman Finley. And now the latter is out in a circular asking other lines to make the same rate, to be used only on Thursdays, however.

There is much comment in Louisville over the fact that the Big Four passenger department in that city has been abolished. orders to this effect having been received on Tuesday by Frank Robbins, the agent, who is thus displaced. This movement is regarded as confirmatory, to some extent, of the rumored purchase of the O. & M. by the Big Four interests, and it is said that the two lines will have a joint passenger

In reference to the news that Mr. Edward I. Jeffrey, of Chicago, is to become president of the Union Pacific, he says: "I cannot imagine what gave rise to such a statement. I do not know that President Dillon intends to resign. He is well along in years, it is true, but he is still active and vigorous, and I believe he is good for a long service yet. I do not expect to be offered the presidency of the Union Pacific under any circumstances."

The only actual development regarding Chesapeake & Ohio railroad stock is the announcement that the reported negotia-tions with the Ohio & Mississippi had no foundation. In the face of this, however, stands the fact that Chesapeake & Ohio was very strong on Tuesday. It rose to 22% in the face of the reaction in the general market. There are rumors, it is true. that the Vanderbilts are increasing their holdings of the stock, and it is also asserted that the road is obtaining enough grain traffic to cause a heavy increase in its earn-

Chairman J. W. Midgley, of the Western Freight Association, has ordered through tariffs on coal between the Chicago & Eastern Illinois and some of the lines leading to the Northwest to be canceled. It has been discovered that the Chicago & Eastern Illinois has been shipping Brazil block coal via Danville to Chicago in order to get, the special divisions of through rates allowed to shipments of Danville coal. The scheme chiseled 40 cents on each ton out of the rev-

also enabled the Chicago, St. Paul & Kan sas City to deliver coal at junction points on its lines at 45 cents per ton less than its

competitors. Chairman Finley is out with a letter ask-ing Western Passenger Association lines to vote on an excursion rate of a fare and one-third for the round trip, plus 25 cents for admission coupon, from territory within two hundred miles of Chicago to the Chica-go exposition, tickets to be sold each Thursday during the continuance of the exposi-tion. As the Chicago & Alton has notified Chairman Finley that it will sell Mondays and Thursdays of each week it is more than likely the association lines will have to meet the Alton's action. They cannot afford to let the Alton carry off all the ex-cursion business to the Chicago exposition.

CULLINGS FROM THE COURTS.

A Pugnacious Individual Who Wanted to

Demolish a Justice of the Peace. John Fitzgerald was fined 50 cents and costs, amounting to \$37, yesterday by 'Squire Habich on a plea of guilty to two charges of assault and battery on Wilhen E. Beard and William J. Kane in Schofield's livery stable on Monday. A surety of peace proceedings was tried, but the defendant was acquitted. He had bought a watch of Beard, for which he refused to pay, and when demand was renewed for the money knocked Beard down and then continued the assault. Kane forced him to release Beard and the latter ran to Justice Alford's office for a warrant. This was issued, and while the officers were out looking for Fitzgerald he caught sight of Beard on the street, and the latter, in great fear, ran into Alford's office for protection, slamming the door behind him. The court opened the door and ordered Fitzgerald to stay out, declining at the same time an invitation to go out and be assaulted himself. Owing to the personal interest in the

case thus thrust upon him the court sent the cases on change of venue to Justice Habich. Failed to Get His Share. Jesse S. Barrett, in two cases filed in the Superior Court yesterday, makes Thomas Riggs defendant in a demand for damages. He alleges that as partners, he and the defendant bid on a contract to build a house for Mrs. Lulu Kidd and one for Raphael Van Wie. It is charged that Riggs signed the contract in his individual name, and refused to allow the plaintiff to share in in the profits.

self. Owing to the personal interest in the

Notes from the Dockets. James L. Mitchell, jr., was admitted to the bar yesterday by Judge Harper, on motion of Maj. James L. Mitchell. The memorial adopted by the Marion county Bar Association on the death of James A. New was yesterday spread ou record in the Circuit Court.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. C. A. Henderson & Co. vs. Charles A Stephenson et al.; on note. against defendants for \$324.61.

Francis M. Carwill vs. James W. King et al.; on judgment. Trial by court; judgment against defendants for \$1,173.31. Joseph R. Herod was, on motion of Will P. Rooker, admitted to the bar.
Rebecca Caylor vs. George Caylor; divorce, Dismissed by plaintiff.
Hezekiah Dailey vs. David Russell's Estate; claim for attorney's fees. On trial by New Swits Fited.

State of Indiana vs. Jefferson Sammons et al.; forfeited recognizance. Demand, 575. Thomas M. Dain vs. Edward O. Hardy et al.; to quiet title.

Frank J. Bauer vs. Mahlon Thompson;
possession and damages. Demand, \$75. SUPERIOR COURT.

Rccm 1-Hon. Napoleon B. Taylor, Judga. Francis E. Morse et al. vs. Louis E. Mayr: Francis E. Morse et al. vs. Louis E. Mayr; account. Judgment for plaintiff for \$257.38.

Frank McWhinney vs. David F. Clary et al.: to quiet title. Finding for plaintiff.

Winfield S. Parker vs. Frederika Parker; replevin. Dismissed.

Mercy Murry vs. City of Indianapolis and Board of Public Improvements. Heard on demurrer and taken under advisement.

Boom z-Hon. James W. Harper, Judge. John Newhouse vs. Henry S. and Oliver S. Keely: note. Judgment for plaintiff for

Joseph Milligan vs. Charles Orme; note. Dismissed. The Diamond Fire-clay Company vs. Jas. Stevenson et al.; account. Tried by court and taken under advisement. Dennis Bryan vs. Orvel H. Smith et al.; note. On trial by court.

Room 3-Hon. Lewis C. Walker, Judge. Frankie M. Cleveland vs. Fred G. Ketcham; note. Dismissed. Dennis Bryan vs. Gottlieb Kiser; note. Judgment for \$584.64.

Henry J. Tilford et al. vs. Wm. Wachstetter et al; note. Judgment for \$485.63.

Wm. H. English vs. David Ralston et al.; foreclosure. On trial by the court.

SUPERIOR COURT. New Sur's Filed. Jennie Browne vs. John C. Browne: di-Mary B. Danley vs. George A. Danley: divorce and restoration of maiden name. Failure to provide. Lithe C. Steinmetz vs. Jacob J. Stein-

metz; divorce, custody of children and alimony; demand, \$1,000. Cruelty and drunkenness. Charles S. Grout vs. Mary note. Demand, 8350. Jesse S. Barrett vs. Thomas Riggs et al.; damages. Demand, \$100. Jesse S. Barrett vs. Thomas Riggs et al.: damages. Demand, \$150. Lucila Harlow vs. Albert Harlow; di-

Distinguished Ruralists.

Alfred Tennyson, England's Post Laureate, not only owns a milk-route in the Isie of Wight, but his milk cans are marked, "Alfred Lord Tennyson." Following on Isle of Wight, but his milk cans are marked. "Alfred Lord Tennyson." Following on the heels of this announcement comes the Henry Gusenell, William Garment, Patrick other news, that Prince Bismarck makes a great deal of money in selling eggs from his chicken-farm. But, that America may not be outdone, and that a distinguished ex-President may be described as "in it," we may be pardoned for referring to the career of Hon. Rutherford B. Hayes as a practitioner in the Bismarckian line out in

Real-Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour nours ending at 8 %. M., Sept. 9, 1891. as furnished by Elliott & Butler, abstracters of titles, Hartford Block No. 84 East Market street:

John Streight to the Syndicate Land Company, part of section 4, town-ship 15, range 4..... E. B. Martindale to A. Brewer, lots 31 and 32, in square 11, Lincoln Park. F. A. Bosler to C. T. Cloud, lot 55, in sybee & Pratt's first West-side ad-G. Cook to M. C. Cregg, part of lot 260, in McCarty's eighth West-side H. Patterson to N. M. Cochran, part of lot 25, in Goodlet's subdivis-ion of Holmes's West-end addition. Arthur Jordan to G. S. Raschig, lot 115.00 59, in Woodruff Place...

J. S. Thompson to J. H. Jordan, lot 1, in Downey & Brouse's addition to

3,900.00 Irvington. 8. Wiese to C. Wiese, lot 18, in Von-1,800.00 the east half of lot 54, in Hanna's heirs' addition.

R. Echols to J. T. Thompson, lot 223, in Fietcher's Oak Hill addition.

J. J. Kramer to L. Scheller, lot 152, in Not 12's subdivision of outlot 50.

A. M. Cg e to E. A. Reynolds, lot 263, in Ogle et al.'s East Park addition.

J. Williams to C. E. Noedlet, the south 1,500.00 1,600.00 425.00 L. Williams to C. E. Needlet, the south half of lot 30, in R teklo's subdivision of Johnson's heirs' addition 1,800.00

John S. Spann to G. J. Lipp, lot 470, in Spana & Co.'s second Woodlawn addition.... J. Matzke to J. Kingsbury, lot 1, in Matzke's East Outo-street addition 1,375.00 M. Seibert to J. J. Kramer, the east half of lot 5, in square 60 J. W. Lanktree to E. June, lot 3, in Shidler's subdivision of Henderson's

425.00

Matzke to J. G. Forster, lot 8, in Matzke's East Obio-street addition. Mary Ritzinger to E. P. Frankel, part W. M. Watson to E. H. Eldridge, lots 9 and 10, in square 5, in Fletcher, jr.'s, northeast addition

650,00 750.00 D LATER C AA A.D. GAIE? C. CU. ·INDIANAPOLIS, IND. Conveyances 22; consideration....\$75,400.00

Original—Joseph W. Smith, George Galbraith, Jacob Franklin, George A. Warneld, Martin G. Rhoads, Rienard C. Gibson, James W. Black, James T. Garwood, Cyrus A. G. Rayhouser, John Warner, Samuel Barnhissel, Wie. A. Eastwood, Erasmus S. Powell, James Stillwell, David Sly, John M. Winslow, Lorenzo Dubbs, Henry C. Smithers, Frederick Branch, John W. Beunett, William F. Shively, William Traster, John R. Baugh, John A. Young, Collins Blake, Josephus Brower, John A. Timm, David E.

Original-Jacob Sutter, David P. Robison, John W. Spencer, John W. Smith, Henry West, Stan-ton Kelsey, Charles K. Slack, Con Graney, Jon-athan Wilson, Francis M. Avery, Lewis S. Dun-can, Sylvester Smith, Aaron Robertson, Andrew Gray, Adam C. Higgins, John M. Thornton, Thomas N. Holloway, Joseph Burnett, Elwood V. Davis, Joseph H. Winsley, William C. Stiden, Frank Pierce, Summer Sayles, John Thatcher, Jacob Beck, Charles S. Foster, Thomas Watson, Jeremiah Acker, Henry E. Faust, Enoch B. Dar-Gregg, Charles Row, Charles Peters, Henry Rixman, Alexander C. Bennett, Israel Baker. John A. Collyer, Daniel Spyker, Martin Shep-Additional -Lewis S. Ward. Increase-Sylvenus Cole, Daniel D. Tompkins. Reissue-William A. Dodge, Wildam W. Bryant.

"Holy Coat" Beer. The exhibition of the "Holy Coat" at Treves is proving a financial success. Some days as many as 10,000 marks (\$2,500) are dropped in the offertory boxes in the cathedral. The hotels, restaurants and beer shops of the town are also doing a prosperous business. One of the beer-shops bears the name of "The Holy Coat of

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Claims Have Been Allowed.

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Reissue-Enoch W. Taylor, Thomas Collins.

Original Widows, etc. - John Slover (father.)

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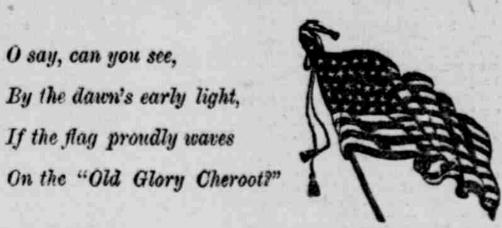
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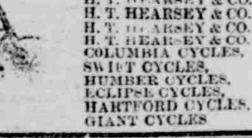
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